

CLASSIFICATION **SECRET**

COUNTRY Hungary
TOPIC Budapest Airfield

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DATE OF CONTENT 10 April to 13 July 1951

DATE PREPARED 7 January 1952

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PAGES 3 ENCLOSURES (NO. & TYPE)

3 - two sketches on ditto and

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REMARKS

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1. After 1950, Budapest (Q 48/H 42) airfield, previously a commercial installation, was used for military purposes.* The E-W extension of the field was about 1,200 meters; the N-S extension was about 650 meters. No concrete runways were available. The landing field was drained and a spur track extended into its southern section. A hangar 40 x 100 meters, and another one 25 x 50 meters were located in the southern portion of the field, just north of the railroad line. Another hangar, about 25 x 50 meters, generally referred to as, the OMRE hangar, was located at the northern edge of the landing field. An officers school and the billets of the airfield unit were located south of the field.

An isolated building, generally referred to as the AVO building, was east of the field between Koerbereki and Repulocotari streets.

2. Aircraft stationed at the field included about 12 single-engine Yak-9s, Hungarian designation Verese; 12 IL-10s, Hungarian designation Parduc; 6 twin-engine IL-2s, Hungarian designation Teve; 4 twin radial engine low-wing monoplanes; and 1 helicopter which was under construction.

3. The airfield unit was organized into a headquarters, a maintenance and supply battalion, a heavy AAA platoon, and cadres for the training of navigators, aircraft mechanics, signal men, ordnance personnel, and other technical and meteorological personnel. A squad of medics was also assigned to the unit. The meteorological station, the DF station, and the airfield switchboard were operated by members of the unit which also comprised a security section. The supply and maintenance battalion which was in an initial stage of organization, in July 1951, consisted of about 50 men assigned to a fuel supply group, the airplane repair group, an airfield construction group, supply group, and a weapons and ammunition group. The heavy AAA platoon consisted of three groups each equipped with one heavy AA machine gun and had a strength of about 25 men.

4. The various training cadres were repeatedly observed instructing student officers of the school. Each cadre group varied in the number of officers but had from 10 to 40 EM. Aircraft with their assigned mechanics detached to the field for training purposes included 4 Teves (IL-2s) from Malyanofeld (Q 48/H 62), 6 Parduc (IL-10s) from Szolnok (Q 48/O 37), and an undetermined number of Verese (Yak-9s) from Tokoeel (Q 48/H 40).

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BOX 4

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5. [] attended a mechanics course at the field. The course included theoretical instruction and practical training. [] was assigned to a group employed on the maintenance of Yak-9s.

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6.

7. During the period from 10 to 20 April 1950, [] belonged to the guard company of the officers' pilot school. []

The students of the school wore a golden "T" on their epaulets but no insignia of rank. The officers' school comprised a training cadre, the 1st and 2d Regts, a course for company commanders, and a guard company. The 1st Regt consisted of the regimental headquarters, a navigators' company, a flight engineer company, an aircraft mechanic company, and a signal company. The 3d Regt consisted of the regimental headquarters, an ordnance company, a technical company, a meteorological company, and a navigators' company. Each of the companies consisted of about 80 to 100 students; the guard company consisted of about 7 officers and 200 men.

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8. According to a corporal stationed at the field, a one-year training course was given at the officer pilot school prior to the spring of 1950. The course in progress during the period of observation, was scheduled to last two years. At the beginning of this course, the officer pilot school was attended by about 1,200 students of whom about 400 were suspended in the course of some months because of political unreliability or inadequate qualifications. The students were members of the 1928 through 1931 classes and came from all parts of the country. The school was reportedly directly assigned to the air force section in the Ministry of National Defense. The soldiers were informed that Colonel Andras Zalka was replaced by Major General Sándor Hazi as commander in chief of the Hungarian Air Force. Colonel Vértess (Anu) was the chief political officer of the air force.

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
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
11. The members of the maintenance and supply unit wore white-bordered blue epaulets with air force or signal insignia. Only the members of the supply company wore crimson epaulets and the branch of service insignia of supply units. Most of the members of the unit belonged to the 1928 to 1930 classes. The daily rate of pay was 2 florints for a private, 2.60 florints for a Pfc, 3.60 florints for a corporal, 3.80 florints for a staff lance corporal, 4.40 florints for a sergeant, and 6 florints for a technical sergeant. A daily bonus was also paid. A reenlistee, with the rank of corporal was paid 360 florints and a staff lance corporal 480 florints per month.

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12.



*  Comment. For pin point location and layout of Budaoers airfield, see annexes 1 and 2.

**  Comment. According to this report, technical, navigation, meteorological, and signal officers are being trained at the air force officer school at Budaoers airfield. The course for company commanders is probably given to air force ground unit commanders. The report does not clarify whether a maintenance and technical unit, as described by source, exists only at Budaoers airfield or at all military fields in Hungary.

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Location Sketch of Budaors Airfield and Air Force Officer School

Annex 1 to

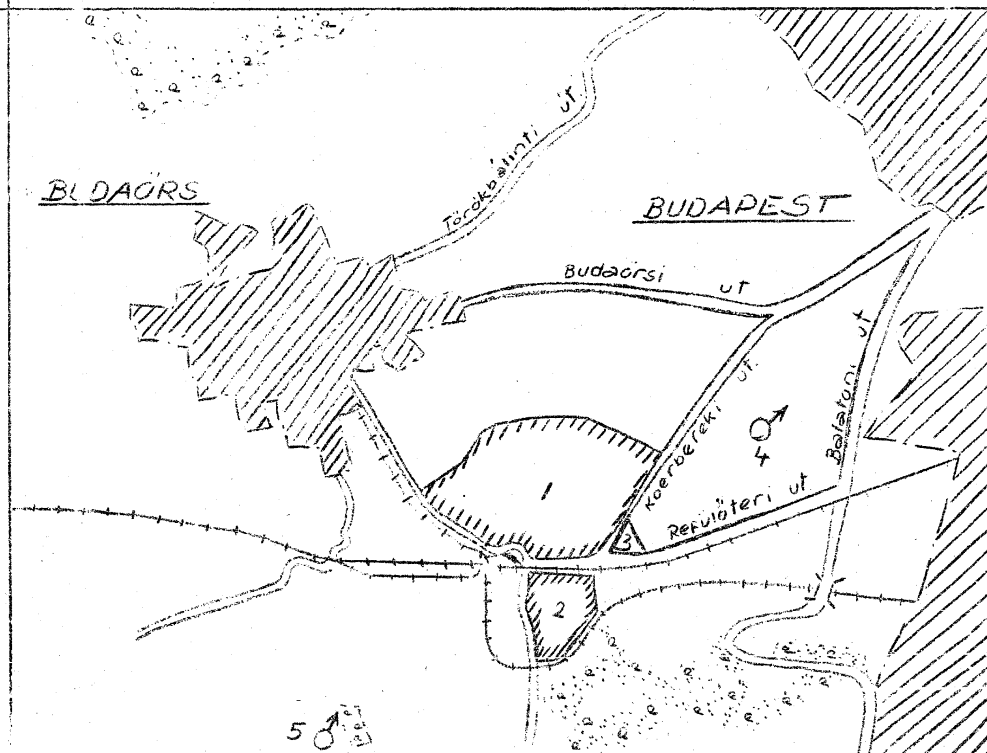
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- Legend:
- 1 Airfield
 - 2 Air force officer school
 - 3 Billeting area of supply and maintenance unit
 - 4 DF station
 - 5 Radio station



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Legend: See next page.

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Budapest Airfield

Legend:

- 1 Guardhouse
- 2 through 7 Six three-story buildings, each 10 x 40 meters, used as quarters by air force officers school
- 8 Two-story building with class rooms
- 9 Low building with instruction models
- 10 Two-story building, with class rooms
- 11 Swimming pool
- 12 Target range
- 13 Low building, ammunition dump
- 14 Building, gasoline and oil dump
- 15 and 16 Low garages
- 17 and 18 Three-story houses for officers
- 19 Three-story building for supply and maintenance unit
- 20 Three-story semi-circular flight control building, airfield headquarters building
- 21 Hangar, about 40 x 100 meters with workshops in southern section
- 22 Garage, about 20 x 50 meters
- 23 Hangar, about 25 x 50 meters
- 24 Zeroing in range
- 25 Hangar, about 25 x 50 meters
- 26 Low guardhouse
- 27 through 29 Buildings under construction, completed up to the first floor
- 30 Underground fuel dump
- 31 Park
- 32 Athletic field
- 33 Stopping place for HEV streetcar line
- 34 Concrete taxiway

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